

ABSTRACT OF THE DISCLOSURE

In an engine auxiliary unit driving equipment for transmitting an engine driving force from a crank pulley to a plurality of engine auxiliary units including an alternator, a driven poly-V pulley provided at least in the alternator has a plurality of grooves extending in a circumferential direction. A poly-V belt, which has a plurality of projections extending in a longitudinal direction so as to correspond to the grooves of the driven poly-V pulley, bridges between the crank pulley and the driven poly-V pulley. The poly-V belt is substantially divided in an axial direction of the driven poly-V pulley into two pieces each having plural pieces of the projections. Accordingly, a tensile strength acting in a width direction of the poly-V belt is substantially divided midway between the divided poly-V belts so that cracks in the round poly-V belt hardly occurs, resulting in securing a longer lifetime of the poly-V belt. Further, a natural frequency of the poly-V belt around the alternator may be shifted to restrict a belt flapping increase due to resonance at an idling time when a revolution fluctuation is larger.